URBAN DALE CONSTRUCTION
PHASE 4B
4450 LIMEBANK ROAD

PLANNING RATIONALE FOR
SITE PLAN CONTROL

May 2016

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URBANDALE CONSTRUCTION
PHASE 4B

PLANNING RATIONALE

1.0 INTRODUCTION

J.L. Richards & Associates Limited (JLR) has been retained by Urbandale Construction to prepare a planning rationale in support of a Site Plan Control application for the property located at 4450 Limebank Road (known as Urbandale Phase 4B) in the Former Township (City) of Gloucester, City of Ottawa as shown on Figure 1. This application seeks to permit the development of a Planned Unit Development consisting of 4, low rise residential dwelling buildings, each containing 16 dwelling units as shown in Appendix ‘A’.

The proposed site plan is to be developed in accordance with the proposed updates to the Riverside South Community Design Plan (CDP), 2016.

Figure 1 – Aerial view of Riverside South: Phase 4B
1.1 PURPOSE

This Report will demonstrate how the development will be consistent with the Provincial Policy Statement, in conformity with the City of Ottawa Official Plan as implemented by the Riverside South CDP. This rationale also demonstrates that this proposal conforms to the Zoning By-law subject to a minor variance application that will be sought for the buildings to allow a proposed height of 18.0 metres.

The layout will ensure the protection of environmental lands and provide for a higher residential density that meets the needs of both this growing community and the City as a whole.

1.2 SITE CONTEXT

1.2.1 Location and Site Description

The legal description of the Subject Site is Part of Lot 19, Concession 1, Rideau Front, in the Former Township (City) of Gloucester, now the City of Ottawa. The property is approximately 3.7 ha in size and is situated southwest of the Limebank/Spratt Road intersection and it fronts on Limebank Road.

As shown in Figure 1, the site currently consists of undeveloped urban lands. These lands were previously rezoned to Residential Fourth Density (R4Z) and Open Space (O1) (refer to Section 3.5 and Figure 5) to allow for a range of dwelling types including: singles, semi’s, towns and low-rise residential apartments.

1.2.2 Community Context

The Subject Site is located within the Riverside South Community (RSC), with Phase 4 of the Subdivision immediately to the west, and Phase 5 to the east. There is also an existing hydro facility immediately opposite the site on Limebank Road.

Mosquito Creek and a tributary (Tributary 2) to the main creek, travel through the southwestern half of the Subject Site. This natural feature also bounds both the northern and southern lots lines of the Site.

The Subject Site is in close proximity to educational facilities and commercial and natural amenities. It is located approximately 570 metres north of Earl Armstrong Road and the Community Core Area of Riverside South (Phases 6 and 7). Spratt Road is approximately 280 metres to the north of the Subject Site.
The lands immediately to the north of the Subject Site have been developed as a neighbourhood plaza. Those lands are zoned as General Mixed Use (GM [1758]). The Site Plan for development of the commercial plaza on these lands was approved by the City of Ottawa in 2011, as shown on Figure 2.

Figure 2 – Surrounding Context: Phase 4B
Vacant lands and a high school are located in the north and east quadrant of Limebank and Spratt Road. The lands immediately to the west and south of the Subject Site have been zoned as Open Space as a part of the development of Phase 4. There is an existing storm pond to the south, and to the west, on the opposite side of Mosquito Creek. Beyond the Open Space Zone is the Phase 4 residential development (4M-1448).

This site is to be developed in a manner that implements the Community Design Plan, the City's Official Plan, and respects the intent of the Transportation Master Plan, the Infrastructure Master Plan and the Provincial Policy Statement 2014.

The Subject Site includes a private street as shown on Figure 2 and detailed in Appendix ‘A’. This street will tie into Limebank Road at an unsignalized intersection which will only allow for right turning traffic movements.

Limebank Road is classified as an arterial road in the Official Plan and Riverside South Community Design Plan. OC Transpo route 99 travels on Limebank and Spratt Roads, less than 350 m northwest of the Subject Site. In addition, rapid transit is planned for the Riverside South Community and will be within 1 km of the Subject Site.

### 1.2.3 Road Widening

To accommodate the planned growth in the Riverside South Community, Limebank Road, an existing arterial road, has been widened to four lanes, plus turning lanes. The road widening process required additional lands for the right-of-way, including lands from the Subject Site. The proposed development concept for these lands has taken this fact into account.

### 2.0 THE PROPOSAL

#### 2.1 Site Plan Control Application

Appendix ‘A’ is the site plan for the proposed development. This Planned Unit Development consists of 4, four storey residential buildings, each containing 16 dwelling units totaling 64 units. Proposed building elevations can be found in Appendix ‘B’.

Due to issues regarding the unstable slopes in the Mosquito Creek valley, a Geotechnical investigation identified three hazard constraints on the Subject Site.
Appendix ‘A’ includes the various constraints as identified by the Geo-technical Engineer. In most instances the 15 metre offset from the top of slope is the most restrictive. These hazard limits were used to establish the boundary of the current R4Z zone and to restrict the location of the proposed buildings. The site plan for the Subject Site was also designed to protect new development from these natural hazards by not proposing any units within even the most restrictive of the hazards identified on the site. The Site Plan for the development has been designed around the appropriate development limit based on these natural constraints.

Municipal water, sanitary sewer and stormwater sewer services are available in Limebank to service the Subject Site. A site servicing plan and report accompanies this submission.

As shown in Appendix ‘A’, vehicular access to the Subject Site’s private internal street will be from Limebank Road. The intersection of this private street and Limebank Road will not be signalized. The median proposed to bisect Limebank Road will restrict movement from the project property to right turning traffic only. No left turning movements onto or off of the site will be permitted. This private street is proposed to be a cul-de-sac to maximize development of the site.

The proposed site will also include:

- 64 bicycle parking spaces
- 42 outdoor parking spaces
- 64 underground parking spaces (16 per building)
- 6 accessible parking spaces (2 outdoor and 4 underground)
- 1 private internal streets (minimum widths of 7.5m and 6.3 m)
- 4 driveways to underground parking areas (minimum width of 6.7 m)
- 1 driveway to the above ground parking area (minimum width of 6.3 m)
- 1 designated landscaped outdoor amenity area (designed in accordance with Section 137 of Zoning By-law)
- 1 garbage enclosure to serve all four buildings (designed in accordance with Section 110 of Zoning By-law)
- 4 stormwater retention ponds

2.2 Minor Variance Being Requested

The following variance will be sought concurrently with the Site Plan Approval process:
1. To permit an increased building height of 18.0 metres, whereas the By-law permits a maximum building height of 15 metres for lands zoned R4Z.

**Variance 1**

The four proposed residential apartment buildings have been designed in order to reflect and complement the building character of the surrounding lower density residential neighbourhood. This design includes the use of a pitched roof as opposed to a flat roof which is typically used in lower density residential neighbourhoods. As a result, the proposed buildings are 18.0 m in height, 2.725 metres over the maximum permitted 15 metres.

### 3.0 POLICY CONTEXT

#### 3.1 Planning Act (R.S.O. 1990, CHAPTER P.13)

Section 41 (4) of the Planning Act provides details regarding the development criteria to be considered with a Site Plan Control application. Please see Appendix ‘C’ for the detailed review of the Section 41 development criteria.

The proposed Site Plan for Phase 4B has addressed all of the criteria identified in the Act. This rationale confirms our opinion that the proposed site plan has met the criteria identified in the Act and is appropriate for development.

#### 3.2 Provincial Policy Statement (2014)

This Site Plan is consistent with the vision and ideas of the Provincial Policy Statement (PPS) as issued under Section 3 of the *Planning Act*. For example, Section 1.1 of the PPS focuses on promoting efficient land use and development patterns that occur adjacent to built-up areas and which provide opportunities for intensification. It is our opinion that this proposal is consistent with the PPS, 2014. Please see Appendix ‘D’ for the detailed review of the relevant PPS policies.

#### 3.3 The City of Ottawa Official Plan

The City of Ottawa Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board. For the purposes of this planning rationale, the on-line consolidated version of the Official Plan, including Amendment # 150, was used as reference.
The Subject Site is located within the urban boundary of the City of Ottawa and is part of the settlement area for the City. Schedule ‘B’ of the Official Plan shows the site designated as a General Urban Area and Major Open Space (refer to Figure 3) within the Urban Area.

![Figure 3 – Existing City of Ottawa Official Plan Schedule B: ‘General Urban Area and Major Open Space’](image)

The proposed Site Plan was created with special consideration for the policies of the General Urban Area, Strategic Directions in the Official Plan and based upon the required technical studies, in particular, those related to protection against hazards (creek lands), and the increased density on the arterial road. Please see Appendix ‘E’ for the detailed review of the relevant Official Plan policies.

### 3.4 Riverside South Community Design Plan

The CDP was approved by the City of Ottawa Council in June 2005. The CDP was amended in 2010 and is proposed to be amended in early 2016. In accordance with the City’s Official Plan policies; the preparation of a CDP was required before development proceeds in areas designated “Developing Community.”
The development portion of the Subject Site is designated for Medium Density Residential (MD) purposes and the remainder is Valley Lands (VL) to be preserved as required by the Riverside South CDP (shown in Figure 4).

![Figure 4 – Riverside South CDP Land Use Schedule: Phase 4B](image)

The proposed Site Plan was development in accordance with the CDP including the provisions related to built form, design guidelines, density targets for medium density areas and natural features and open spaces. Please see Appendix ‘F’ for the detailed review of the CDP policies.

As shown on the proposed elevation drawings in Appendix ‘B’, all elevations of the buildings façades have been designed to be highly articulated with detailed entrance features and window detailing.

### 3.5 Regional Road Corridor Design Guideline

The Regional Road Corridor Design Guideline (2000) is a guideline used by the City to complement existing guidelines and regulations for the design of new and reconstructed Regional roads and of adjacent land uses. The intent of this guideline is to respect
traditional design objectives for safety, efficiency, capacity, and maintenance, while integrating objectives relating to compatibility, livability, community building, urban design, cost and environmental impacts.

As identified in this guideline, Limebank Road is considered to be a Regional Road. The proposed Site Plan was developed using the directions from the Regional Road Corridor Design Guideline including the provisions related to building design and orientation. Please see Appendix ‘G’ for the detailed review of the relevant Regional Road Corridor Design Guideline policies.

3.6 City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned R4Z – Residential Fourth Density, Sub Zone Z in the City of Ottawa Comprehensive Zoning By-law 2008-250 as shown on Figure 5.

![Figure 5 – City of Ottawa Zoning By-law 2008-250: Phase 4B](image)

The proposed Site Plan has been designed to comply with the zoning standards of the R4Z zone and all other relevant provisions including the General, Parking and Residential requirements with exception to the maximum allowed building height. Due to
increased floor to ceiling heights of the proposed buildings as well as their consistent roof design to other residential structures in the area, they exceed the maximum permitted height of 15 metres. As a result, a minor variance will be sought for the buildings which are proposed to be 18.0 metres high.

The site plan includes a detailed table demonstrating conformity. Please see Appendix ‘H’ for the detailed review of the relevant Zoning By-law policies and standards.

4.0 CONCLUSION

This Report has been prepared in support of an application for a Site Plan Control application for Phase 4B which will see a new a Planned Unit Development consisting of 4, four storey residential dwelling buildings, each containing 16 dwelling units.

1. The current site plan control application is consistent with the Provincial Policy Statement, 2014 as the proposed development is located within a designated Settlement Area, is compatible with its surroundings and is consistent with the provincial interest identified in the Provincial Policy Statement.

2. The application respects the provisions of the Official Plan and the adopted Riverside South CDP which has identified these lands as General Urban and Medium Density Residential. This proposal conforms to the intent of this designation in that higher density of residential development is being proposed.

3. The proposed development conforms to the provisions of the R4Z zone which allows for the development of a Planned Unit Development and Apartment Buildings. A minor variance application will be sought for the proposed building heights.

Based on the above noted rationale the application for site plan control for the Subject Site is appropriate and represents good land use planning.

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A P P E N D I X ‘A’

REDUCED SITE PLAN
APPENDIX ‘B’

REDUCED BUILDING ELEVATIONS
APPENDIX ‘C’

REVIEW OF PLANNING ACT
Planning Act, R.S.O, 1990 (Not including Bill 73 – No Royal Assent)

Section 41 of the Planning Act provides the legal framework from establishment of Site Plan Control Areas, approvals of plans or drawings and conditions for approval of plans or drawings.

Approval of plans or drawings

(4) No person shall undertake any development in an area designated under subsection (2) unless the council of the municipality or, where a referral has been made under subsection (12), the Municipal Board has approved one or both, as the council may determine, of the following:

1. Plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works to be provided in conjunction therewith and of all facilities and works required under clause (7) (a), including facilities designed to have regard for accessibility for persons with disabilities.

The site plan for the Subject Site was designed showing the location of all buildings and structures, the location of all facilities and works to be provided in conjunction therewith and of all facilities and works including facilities designed to have regard for accessibility for persons with disabilities.

2. Drawings showing plan, elevation and cross-section views for each building to be erected, except a building to be used for residential purposes containing less than twenty-five dwelling units, which drawings are sufficient to display,

(a) the massing and conceptual design of the proposed building;

(b) the relationship of the proposed building to adjacent buildings, streets, and exterior areas to which members of the public have access;

(c) the provision of interior walkways, stairs, elevators and escalators to which members of the public have access from streets, open spaces and interior walkways in adjacent buildings;

(d) matters relating to exterior design, including without limitation the character, scale, appearance and design features of buildings, and their sustainable design, but only to the extent that it is a matter of exterior design, if an official plan and a by-law passed under subsection (2) that
both contain provisions relating to such matters are in effect in the municipality;

(e) the sustainable design elements on any adjoining highway under a municipality’s jurisdiction, including without limitation trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities, if an official plan and a by-law passed under subsection (2) that both contain provisions relating to such matters are in effect in the municipality; and

(f) facilities designed to have regard for accessibility for persons with disabilities. R.S.O. 1990, c. P.13, s. 41 (4); 2002, c. 9, s. 56 (1); 2006, c. 23, s. 16 (3, 4); 2009, c. 33, Sched. 21, s. 10 (9).

The elevation drawings found in Appendix “B’ incorporate all of the requirements of Section 41 (4)(2) of the Planning Act.

**Conditions to approval of plans**

(7) As a condition to the approval of the plans and drawings referred to in subsection (4), a municipality may require the owner of the land to,

(a) provide to the satisfaction of and at no expense to the municipality any or all of the following:

1. Subject to the provisions of subsections (8) and (9), widenings of highways that abut on the land.

2. Subject to the Public Transportation and Highway Improvement Act, facilities to provide access to and from the land such as access ramps and curbings and traffic direction signs.

3. Off-street vehicular loading and parking facilities, either covered or uncovered, access driveways, including driveways for emergency vehicles, and the surfacing of such areas and driveways.

4. Walkways and walkway ramps, including the surfacing thereof, and all other means of pedestrian access.

4.1 Facilities designed to have regard for accessibility for persons with disabilities.

5. Facilities for the lighting, including floodlighting, of the land or of any buildings or structures thereon.
6. Walls, fences, hedges, trees, shrubs or other groundcover or facilities for the landscaping of the lands or the protection of adjoining lands.

7. Vaults, central storage and collection areas and other facilities and enclosures for the storage of garbage and other waste material.

8. Easements conveyed to the municipality for the construction, maintenance or improvement of watercourses, ditches, land drainage works, sanitary sewage facilities and other public utilities of the municipality or local board thereof on the land.

9. Grading or alteration in elevation or contour of the land and provision for the disposal of storm, surface and waste water from the land and from any buildings or structures thereon;

The proposed development for the Subject Site has already provided a road widening to the municipality and will provide the additional features as found under Section 41 (7) of the Planning Act:

- facilities to provide access to and from the land such as curbings and traffic direction signs;
- off-street vehicular loading and parking facilities, covered and uncovered;
- asphalt access driveways, including driveways for emergency vehicles;
- concrete walkways and walkway ramps;
- facilities designed to have regard for accessibility for persons with disabilities (including accessible parking spaces);
- site lighting;
- central storage enclosures for the storage of garbage and other waste material;
- easements will be conveyed to the municipality for the construction, maintenance or improvement of land drainage works, sanitary sewage facilities and other public utilities of the municipality on the land; and
- grading of the site elevation and provision for the disposal of storm, surface and waste water from the land and from any buildings or structures thereon
APPENDIX ‘D’

REVIEW OF PROVINCIAL POLICY STATEMENT (2014)
Provincial Policy Statement (2014)

This Site Plan is consistent with the vision and ideas of the Provincial Policy Statement (PPS) as issued under Section 3 of the Planning Act. Section 1.1 of the PPS focuses on promoting efficient land use and development patterns that occur adjacent to built-up areas and which provide opportunities for intensification. Section 1.1.3.1 states:

‘Settlement Areas shall be the focus of growth and their vitality and regeneration shall be promoted.’

The proposed development of the Subject Site promotes growth within the Community of Riverside South by adding 64 units. The proposed residential development is a logical and anticipated extension (as per the Community Design Plan) of the surrounding neighbourhoods and will foster fluid connections within the community of Riverside South.

Section 1.1.3.2 of the Provincial Policy Statement states:

‘Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. efficiently use land and resources;
2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for unjustified and/or uneconomical expansion;’

Section 1.1.3.6 of the Provincial Policy Statement states:

‘New development taking place in designated growth area should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities’.

The PPS promotes the development of areas where infrastructure is already in place. The PPS supports a range of housing types and Section 1.4.3 indicates that:

“Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the regional market area by:’
a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households;…;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed; …”

The development proposal for Phase 4B supports the goals of the PPS Section 1.1 as outlined in that it provides a higher density form of housing within the developing area of the Riverside South Community. Existing infrastructure is in place to service the development, and transportation networks are already established and well-used. The Servicing Brief that has been prepared in support of this application confirms this. Further, this proposal will provide a range of housing in keeping with the policies of the PPS.
APPENDIX ‘E’

REVIEW OF CITY OF OTTAWA OFFICIAL PLAN
(Including O.P.A #150 as it has been Council Approved)
City of Ottawa Official Plan, 2003

The City of Ottawa Official Plan, adopted by City Council in May 2003, has been updated and amended numerous times by both Council and the Ontario Municipal Board. For the purposes of this planning rationale, the on-line consolidated version of the Official Plan, including Amendment # 150, was used as reference.

The Subject Site is located within the urban boundary of the City of Ottawa and is part of the settlement area for the City. Schedule ‘B’ of the Official Plan shows the site location in the south part of the City of Ottawa designated as a General Urban Area and Major Open Space (refer to Figure 3) within the Urban Area.

Section 3.6.1 of the Official Plan provides a framework for the General Urban Area. The Plan states that:

“The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.

While the City is supportive of the establishment of a broad mix of uses in Ottawa’s neighbourhoods, this is not meant to imply that all uses will be permitted everywhere within areas that are designated General Urban Area. The zoning by-law will continue to regulate the location, scale and type of land use in accordance with the provisions of this Plan. Within neighbourhoods, the zoning by-law will allow those uses that provide for the local, everyday needs of the residents, including shopping, schools, recreation and services. Uses that also serve wider parts of the city will be located at the edges of neighbourhoods on roads where the needs of these land uses (such as transit, car and truck access, and parking) can be more easily met and impacts controlled. Subject to the policies below, the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.”

Section 3.3.1 of the Official Plan provides a framework for Major Open Spaces. The Plan states that:
‘Major Open Spaces are large parks such as Walter Baker Park, open space corridors along the Ottawa and Rideau Rivers and the Rideau Canal, parkway corridors and corridors reserved for rapid-transit and major roads. Most Major Open Spaces are already in public ownership. The Rideau River and Canal are national historic sites and development of marinas on adjacent lands requires approval of Parks Canada. Major Open Spaces are a key component of the Greenspace Network (see Section 2.4), which contributes to the quality of life in neighbouring communities as well as to the overall integrity of the natural environment.’

The proposed Site Plane was created with special consideration for the policies of the General Urban Area, Strategic Directions in the Official Plan and based upon the required technical studies. Implementation of all of the relevant policies regarding the General Urban Area (found in Section 3.6.1 of the Official Plan), the Major Open Spaces (found in Section 3.3.1 of the Official Plan) and the Strategic Directions (found in Section 2), were then considered as a part of the development of the revisions to the CDP. The proposed Site Plan and current zoning are the proper reflection of these policies as refined in the supporting studies.

**Constraints**

Phase 4B is located amongst several natural constraints that have influenced the zoning, and now, the design of the Site Plan. The most obvious natural feature is Mosquito Creek and the tributary to the main creek, which are located on the Subject Site.

Due to issues regarding the unstable slopes in the Mosquito Creek valley, a Geotechnical investigation identified 3 hazard constraints on the Subject Site. Appendix ‘A’ includes the various constraints as identified by the Geo-technical Engineer. In most instances the 15 metre offset from the top of slope is the most restrictive. These hazard limits were used to establish the boundary of the current R4Z zone and to restrict the location of new dwellings, as shown on Figure 5.

The site plan for the Subject Site was also designed to protect new development by not proposing any units within the most restrictive of the hazards identified on the site. The Site Plan for the development has been designed around the appropriate development limit based on these natural constraints.
APPENDIX ‘F’

REVIEW OF RIVERSIDE SOUTH COMMUNITY DESIGN PLAN
(2010 and the proposed amendment (2016))
Riverside South Community Design Plan

The CDP was approved by the City of Ottawa Council in June 2005. The CDP was amended in 2010 and is proposed to be amended in early 2016. In accordance with the City’s Official Plan policies; the preparation of a CDP was required before development proceeds in areas designated “Developing Community.” The guiding principle for the CDP is:

‘The Community Design Plan for Riverside South is guided by transit-oriented development principles that seek to achieve efficient land use patterns, while creating a community where residents have access to open spaces, shops, schools, community services, and choices in dwelling types in a high quality urban environment. Job opportunities in designated employment lands and throughout the community will help to achieve a balance between jobs and households in the new community.’

These policies were developed in keeping with the Urban Design Guidelines for Greenfield Neighbourhoods. The CDP was analyzed to determine the most appropriate way to modify the Land Use Plan, to implement the objectives of the CDP, once the revised woodlot has been defined.

The primary objectives of the CDP are to:

- support transit-oriented development focused on the rapid transit corridor;
- create land use and road patterns that support various modes of transportation;
- maximize the benefits from existing natural features;
- create a network of open spaces accessible to residents and visitors;
- establish a range of residential densities and foster a mix of unit types;
- ensure consistent treatment of buildings, street edges, boulevards, landscape areas and open spaces; and
- encourage the development of an attractive, mixed use Community Core area.
The Subject Site is designated for Medium Density Residential purposes and Valley Lands in the Riverside South CDP as shown in Figure 4.

Site and Built Form Guidelines

Section 6.1.3 of the Riverside South CDP outlines design guidelines for apartment style buildings:

‘Apartment Buildings

a. Siting Criteria
   i. Buildings should be oriented to a public street.
   ii. Main building entries must face onto the public sidewalk and be directly accessible from the sidewalk.

b. Elevations
   i. Building façades should be highly articulated; entry features, window detailing, variation of rooflines and change of planes should be used.
   ii. Within mixed-use areas, façade materials and colours should reflect the residential nature of the building.
   iii. All elevations should have the same degree of architectural treatment.
   iv. Buildings on corner sites should highlight the corner through massing and the use of special architectural features, such as towers, change of planes and/or change in material and colours.
   v. On retail streets, buildings should be coordinated in architectural design, including materials, colours and height.’

In order to facilitate the medium density targets of the CDP on a property where the developable area is restricted, the Subject Site was designed around a private internal street. The use of a private internal street was designed as the development of a public road would cover over half of the allowable development area. As a result the proposed buildings are not oriented to a public street, nor do their entrances face onto a public sidewalk.

The proposed building elevations are shown in Appendix ‘B’ and are designed to be highly articulated, include entry features, window detailing, and variation of their rooflines.
Natural Features and Open Spaces

The Riverside South Community was conceived to preserve and promote its unique natural features and open spaces. The open space system has been designed to offer residents a range of scale and function to foster a variety of active and passive recreational uses. The plan for the Phase 4B lands illustrates a sustainable form of development that, above all, has consideration for the surrounding natural feature corridors, as the Subject Site has been designed to preserve the Mosquito Creek valleylands.

Section 2.2.4(e)(i) of the CDP contains specific policies regarding Mosquito Creek which runs through the Subject Site:

“The central spine of the open space system is the Mosquito Creek valleylands. The Creek is a significant asset to the community that has an educational and passive recreational value. Walkways on adjacent streets and open spaces will connect to clearly defined access points that lead to pathways within the valleylands. At entry points, signage will be used to inform and orient pedestrians.”

A portion of the lands surrounding and including Mosquito Creek are to remain open space and shall be developed by the City as part of their park and natural feature corridor.

Throughout the community, the natural feature corridor system has been designed to offer residents a range of scale and function to foster a variety of active and passive recreational uses. In addition, they provide linkages between the residential, commercial and recreational destinations within the community. The proposed Site Plan supports these policies.

Range of Densities and Unit Types

As outlined in the CDP, the Community’s overall residential density must achieve two density and housing mix objectives. Firstly, Section 2.3.1 of the CDP calls for a maximum of 60 percent single and semi-detached dwellings, minimum 30 percent for multiple dwellings and a minimum of 10 percent apartments.

Secondly, an average density of 29 units per net hectare for ground-oriented units must also be attained. The CDP also identifies target average densities for Medium Density
areas. The density target for Medium Density Areas (multiple attached and stacked units) is 38 units per net ha.

The proposed Site Plan does not propose any ground-oriented units. All residential density on the site will be achieved through apartment style residential buildings. The density of these proposed dwelling units is 74 units per net hectare of developable land.
APPENDIX ‘G’

REVIEW OF REGIONAL ROAD CORRIDOR DESIGN GUIDELINE
3.5 Regional Road Corridor Design Guideline

The Regional Road Corridor Design Guideline (2000) is a guideline used by the City to complement existing guidelines and regulations for the design of new and reconstructed Regional roads and of adjacent land uses. The intent of this guideline is to respect traditional design objectives for safety, efficiency, capacity, and maintenance, while integrating objectives relating to compatibility, livability, community building, urban design, cost and environmental impacts.

As shown in this guideline, Limebank Road is considered to be a Regional Road.

7.1.1 Urban Form and Connectivity

Neighbourhood design components such as street pattern, intersection spacing, pedestrian and cycling linkages, building height and setbacks, building density and land use mixes have an important influence on road corridors. Good urban form can help create pedestrian-friendly and transit supportive road corridors.

2. Where appropriate, plan regional road corridors as special urban districts, ideally with mixed land uses and higher densities within adjoining communities, to promote the multimodal 24-hour use of the corridor. Mixed use and higher densities along regional roads promotes multi-modal 24 hour use.

3. Ensure that regional road corridors will act as community “integrators” rather than “dividers” by having land uses and built form relate to the road and avoid backlotting (reverse frontage). Consider subdivision and site plan design for adjacent lands, which includes parallel local streets, frequent intersections, short blocks, sidelotting, and front-lotting with rear access.

6. Provide frequent pedestrian connections from adjacent lands to the regional road by including direct pedestrian routes between buildings or adjacent communities to road sidewalks.

The site plan for the Subject Site was designed with higher density residential development with direct pedestrian connectivity from the lot onto the sidewalk along Limebank Road.
7.1.2 Building Design and Orientation

The location, scale, design, orientation and continuity of buildings influence the spatial quality and function of a regional road.

1. Locate buildings close to the ROW with direct pedestrian access to facilitate pedestrian activity and an opportunity to establish a human scale.

2. In traditionally narrow urban corridors respect the existing building edge and maintain the continuity with new infill buildings.

3. Make creative use of surface easements, setbacks, cantilevered buildings, etc., to create a wider pedestrian zone while maintaining streetscape continuity, where the existing corridor width is constrained.

4. Conserve historic urban fabric along the corridor to maintain diversity and enrich the experience of corridor users.

5. In new residential communities, consider orienting houses to face the road, as the preferred alternative to reverse frontage.

6. When retrofitting suburban corridors, infill parking lots with new buildings at the street edge.

7. Design the building height-to-corridor width ratio to be as small as possible (i.e. 1:1 to 1:3) to create a defined corridor.

8. As an alternative to large format retail, arrange buildings as a series of smaller boxes located at the street edge, especially where high pedestrian activity exists or is desired.

9. Articulate the façade, or vary wall materials along the length of large format buildings to avoid long blank walls.

10. Provide windows and doors facing the road for direct pedestrian access and “eyes on the street.” Ensure that windows and doors occupy at least 50% of the building façade.
The development for the Subject Site was designed with high quality architectural buildings which closely abut Limebank Road which enhance the quality and function of the regional road.

7.1.4 On-Site Landscape

The landscape treatment of lands outside of the ROW can enhance the visual character of the corridor through the application of the following concepts:

1. Develop overall landscape concept plans or themes for regional road corridors to enable integration and consistency in the individual landscape plans of land owners adjacent to the road, and to facilitate coordination of landscaping within the ROW with that on private lands.

2. Include a variety of trees to safeguard against the effects of disease related to individual species.

3. Continue to require that landscape plans be included as part of the design requirements for new or reconstructed regional roads, and as part of development applications for adjacent sites.

4. Allow private developers to extend onsite landscaping into the ROW when desirable, and confirm the ongoing care of this landscaping through a maintenance and liability agreement.

5. Coordinate on-site landscaping along the length of the road corridor with other sites on both sides of the road through Zoning, Site Plan Control, Condominium and Subdivision Approval.

These concepts are reflected on the accompanying Landscape Plan.
APPENDIX ‘H’

REVIEW OF CITY OF OTTAWA ZONING BY-LAW (2008-250)
City of Ottawa Zoning By-law 2008-250

The Subject Site is currently zoned R4Z – Residential Fourth Density, Sub Zone Z in the City of Ottawa Comprehensive Zoning By-law 2008-250 as shown on Figure 5.

The purpose of the R4 zone is to:

“(1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;

(2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;

(3) permit ancillary uses to the principal residential use to allow residents to work at home;

(4) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and

(5) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.”

Under Section 161 of the Zoning By-law, the R4Z zone permits the use of a Planned Unit Development and an Apartment Building.

The R4Z zoning standards for a Planned Unit Development and Apartment Dwellings are found in Table 162A and Table 162B as follows:
# Urbandale Construction

## Phase 4B – Planning Rationale

### I Sub-Zone

### III Principal Dwelling Types

<table>
<thead>
<tr>
<th>Type</th>
<th>Principal Dwelling Types</th>
<th>IV Minimum Lot Width (m)</th>
<th>V Minimum Lot Area (m²)</th>
<th>VI Maximum Building Height (m)</th>
<th>VII Minimum Front Yard Setback (m)</th>
<th>VIII Minimum Corner Side Yard Setback (m)</th>
<th>IX Minimum Rear Yard Setback (m)</th>
<th>X Minimum Interior Side Yard Setback (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Z</td>
<td>Planned unit development</td>
<td>18</td>
<td>1,400</td>
<td></td>
<td>3¹⁰</td>
<td>3¹⁰</td>
<td>varies¹</td>
<td>varies¹</td>
</tr>
<tr>
<td></td>
<td>Apartment dwelling, low rise, Stacked</td>
<td>18</td>
<td>450</td>
<td>15</td>
<td>3</td>
<td>3¹⁰</td>
<td>varies¹²</td>
<td>varies¹²</td>
</tr>
</tbody>
</table>

### II Additional Zoning Provision

<table>
<thead>
<tr>
<th>I Endnote number</th>
<th>II Additional Zoning Provision</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td><strong>Despite the definitions of rear yard and interior side yard, buildings in a PUD must be located so that they are set back,</strong></td>
</tr>
</tbody>
</table>

(a) an amount equal to the minimum required rear yard setback for the dwelling type proposed, from a lot line where it abuts a rear yard on an abutting lot but need not exceed 7.5 metres,

(b) an amount equal to the minimum required interior side yard setback for the dwelling type proposed, from a lot line where it abuts a side yard on an abutting lot for the first 18 metres back from the street and 25 percent of the lot depth for the remainder, to a maximum 7.5 metres, and

(c) in the case of an abutting vacant lot, a minimum required interior side yard of 1.8 metres, and a minimum required rear yard setback based on the minimum rear yard setback applicable to
the dwelling type proposed to be located within the PUD adjacent to the rear lot line.

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The minimum setback between the vehicular entrance to a private garage or carport and an existing or planned sidewalk is 6.2 m. No portion of a private garage or carport shall be located more than 2.5 m closer to a street lot line than the closer of:

i) a building front wall or side wall, or

ii) a covered porch or veranda that is at least 2.5 m wide.

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Interior Side Yard Setback:
For any part of a building located within 21 metres of a front lot line the minimum required interior side yard setback is as follows:

(a) Where the building wall is equal to or less than 11 m in height: 1.5 m

(b) Where the building wall is greater than 11 m in height: 3 m

In all other circumstances the minimum required interior side yard setback is 6 m.

Rear Yard Setback:
The minimum required rear yard setback is 6 metres. Notwithstanding the foregoing, where the rear lot line abuts the interior side lot line of an abutting lot, the minimum required rear yard setback is equal to the minimum required interior side yard setback of the abutting lot along each point of the shared lot line. (By-law 2010-354) (By-law 2013-320)

Section 131 of the Zoning By-law outlines the provisions for a Planned Unit Development. The standards for a Planned Unit Development are found in Table 131 as follows:

<table>
<thead>
<tr>
<th>I ZONING MECHANISM</th>
<th>II PROVISION</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Minimum width of private way</td>
<td>6 metres</td>
</tr>
<tr>
<td>(2) Minimum setback for any wall of a residential use building to a private way</td>
<td>Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a</td>
</tr>
</tbody>
</table>
(3) Minimum setback for any garage or carport entrance from a private way (By-law 2012-33) | residential use building to a private way is 1.8 metres
---|---
5.2 metres

<table>
<thead>
<tr>
<th>(4) Minimum separation area between buildings within a planned unit development</th>
<th>(a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres</th>
</tr>
</thead>
</table>
1.2 metres

<table>
<thead>
<tr>
<th></th>
<th>(b) all other cases</th>
</tr>
</thead>
</table>
3 metres

(5) Parking | (a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed. (By-law 2013-224)

(b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres. (By-law 2013-224)

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(6) Landscaping and Parking | In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit, the extension of the main wall of the dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit’s associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.8m in width. (By-law 2013-224) (Subject to By-law 2015-190)
The proposed Site Plan is in compliance with the zoning standards of the R4Z zone Section 131 and all other relevant General, Parking and Residential provisions.